

Intimations.

SALES
ACCELERATED by Competition and POPULARITY.

DAILY INCREASING
ON ACCOUNT OF
UNIFORM QUALITY,
AND
PERMANENCY
OF RESULTS.

TERMS FROM
Watkins, Limited,
Sole Consignees,
CHLITZ BEE

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, HANKOW, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
 Best Qualities of ASBESTOS GOODS and PACKINGS.
 HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds.
 "VICTOR" METALLIC BOILER JOINTS.
 ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
 ESTIMATES given for every DESCRIPTION of WORK.
 CHIEF SUPERINTENDENT.....**THOMAS SKINNER.**
 SUPERINTENDENT.....**ARCHIBALD RITCHIE.**
DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS
1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.

CITY OFFICE, 7, Duddell Street,
HONGKONG, 31st October, 1899.

[28]

VICHY WATER.
CÉLESTINS.

JUST LANDED.

**A FRESH SUPPLY OF
ALL KNOWN AND EXCELLENT WATER.**

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

ENGLISH ALES.

H. PRICE & Co.,
12, QUEEN'S ROAD.

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all

E. V. SIOEN Manager.

Yokohama, 1st October, 1897. E. V. SIOEN, Manager. [36]

150

[illegible][illegible]

REGATTA HOLIDAYS.
THE Undermentioned BANKS will be
 CLOSED for the Transaction of Public
 Business, on **TUESDAY** and **WEDNES-**
DAY, the 19th and 20th instant, at 11.45 A.M.
 respectively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING
CORPORATION.

T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA
LIMITED,
G. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA
LIMITED, JOHN THURBURN,
Manager, Hongkong
For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.

Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED
HONGKONG,
CHANTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED
S. CHOY,
Agent.
For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Agent.

Hongkong, 14th December, 1899. [1550]


VICTORIA REGATTA

TUESDAY, the 19th and WEDNESDAY,
the 20th December.

CAPTAIN AMESBURY having kindly loaned the Victoria Recreation Club the American

can Barque *Adolph Obrij* as Flagship, the Committee request the pleasure of the Company of the LADIES of Hongkong on Board on the occasion of the ANNUAL REGATTA.

Through the courtesy of the Chief Manager of the DOCK COMPANY, the *Eame* will convey

The Ladies' Prize will be presented on board the Flagship by Miss Bowyer.

TUESDAY.
Admission to the Flagship, \$1 each day.
A Portion of the Flagship will be reserved
for Ladies and their Friends.
TICKETS of Admission may be obtained
from the STEWARD, Victoria Regatta Club.

By kind permission of Lieut.-Colonel RETALLICK and the Officers, the BAND of the Hongkong Regiment will perform each day.

W. MACHELL,

Hon. Secretary.
VICTORIA RECREATION CLUB.
Hongkong, 15th December, 1899. [1559]

NOTICE.

PURSUANT to Section 21 of Ordinance

No. 3 of 1871, I, the Undersigned, AUGUSTO JOSE MARIA GOMES whose place of Residence and Service for the last preceding 12 months have been at No. 70, Queen's Road Central, Victoria, in the Colony of Hongkong and other more detailed particulars of Character and

and who was lately under Articles of Clerkship to Mr. CHARLES DAVID WILKINSON of No. 70, Queen's Road Central, Victoria, aforesaid, Solicitor, hereby give Notice that it is my intention to apply on the 12th day of January 1900 for my Examination, Admission and Fellowship.

Enrolment as an ATTORNEY and PROCTOR
of the Supreme Court of Hongkong.
Dated this 12th day of December, 1899.
1557a] A. J. M. GOMES.

GREEN ISLAND CEMENT COMPANY
LIMITED

PORTLAND CEMENT.
\$5 per Cask of 375 lbs. Net ex Godown
SHEWAN TOMES & CO

NOTICE

NIGHT SCHOOL for EUROPEANS. by Mr.

EX-SCHOOLMASTER
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048]

(continued)

To-day's Advertisements.

CONCERT.

AT ST. ANDREW'S HALL, CITY HALL, TO-NIGHT (SATURDAY), the 16th December, 1899, at 9.20 P.M.

IN AID OF "THE KOWLOON INSTITUTE" AND "THE STAR COFFEE HOUSE."

- PROGRAMME.
- 1.—Song "The Gallant Salamander" Barnard. Mr. A. Barrett, H.K.R.
 - 2.—Song "Ask nothing more" Mrs. Vallings.
 - 3.—Song "Madrigal" Crompton. Mr. A. Fleet.
 - 4.—Song "The Jewel Song" (Faust). Gounod. Madame Scullion.
 - 5.—Song "The Bedouin Love Song" Pinski. Mr. C. H. Grace.
 - 6.—Violin Duet (1) "Sonatina" Weber. Mr. C. Schroter and Mr. H. A. Sicks. Piano Maestro Galuzzi.
 - 7.—Song "Love could I only tell thee" Mr. G. H. Arden.
 - 8.—Song "The Swallows" F. H. Cowen. Mrs. Bodeley.
 - 9.—Song "Ochi de Fata" L. Denza. Mr. R. De Calo.
 - 10.—Song "Say Yes" Guy d'Haddot. Mrs. W. W. Campbell.
 - 11.—Duet (2) "Handel" A. Thomas. Madame Scullion and R. De Calo.
 - 12.—Recitation "The Hon. H. E. Pollock."

Tickets may be obtained from the Comptroller at the City Hall, between 10 A.M. and 4 P.M.

FRONT SEATS (Reserved) Two Dollars. BACK SEATS One Dollar. Hongkong, 16th December, 1899. [1557a]

CHRISTMAS & NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on SATURDAY, MONDAY and TUESDAY, the 23rd, 25th and 26th instant, and on MONDAY, the 1st January, 1900, respectively.

- For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.
- For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong.
- For the NATIONAL BANK OF CHINA, LIMITED, G. W. F. PLAYFAIR, Chief Manager, Hongkong.
- For the MERCHANT BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.
- For the BANQUE DE L'INDO-CHINE, L. BERINDOAGUE, Acting Manager, Hongkong.
- For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager.
- For the YOKOHAMA SPECIE BANK, LIMITED, S. CIOCHI, Agent.
- For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Acting Manager, Hongkong, 16th December, 1899. [1555a]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE.

CERTIFICATES for New Issue of SHARES are now ready and can be obtained at the COMPANY, No. 4, Queen's Buildings, in exchange for BANKERS' RECEIPTS. GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th December, 1899. [1556a]

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of TOYS AND FANCY GOODS, AT MODERATE PRICES. D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 16th December, 1899. [1552a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship.

"THALES." Captain Passmore, will be despatched for the above Ports on TUESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers. Hongkong, 16th December, 1899. [1553a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 16th December, 1899. [1552a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship.

"SUISANG." Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel on board after Noon, the 20th instant, will be landed at Consignees' risk and expense into Godowns at Last Point.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 16th December, 1899. [1552a]

To-day's Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF 1892, AND IN THE MATTER OF THE PETITION OF EMIL THEODOR BUNJE OF VICTORIA IN THE COLONY OF HONGKONG FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE SAID COLONY OF HONGKONG OF AN INVENTION FOR NEW OR IMPROVED MOORING OR GROUND TACKLE FOR BUOYS FOR WHICH HER MAJESTY'S LETTERS PATENT WERE ON THE 2ND DAY OF MAY, 1899, GRANTED TO THE SAID EMIL THEODOR BUNJE.

NOTICE is hereby given that the PETITION, SPECIFICATION and DECLARATION, required by the above cited ORDINANCE, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said EMIL THEODOR BUNJE to apply at the sitting of the Executive Council, hereinafter mentioned, for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named invention. And Notice is hereby also given that a sitting of the Executive Council before whom the matter of the said PETITION will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, VICTORIA, HONGKONG, on THURSDAY, the 26th day of December, 1899, at 11 A.M.

Dated the 16th day of December, 1899. DEACON AND HASTINGS, Solicitors for the said EMIL THEODOR BUNJE. [1504a]

Intimation.

A. S. WATSON & CO., LIMITED. IMPORTERS OF HIGH-CLASS SHERRIES.

- B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule \$10.80
- C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00
- D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00
- E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40
- F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40
- B, C, and F are excellent dinner wines and suitable for invalids and delicate stomachs. D and E are after-dinner wines of a very superior vintage. All are true Neres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED. QUEEN'S ROAD CENTRAL. ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 16, 1899.

NOTES AND COMMENTS.

We publish in another column a copy of a letter addressed by the fishermen of Ping Chau to the Honorable Member for the Chamber of Commerce, calling his attention to, and asking for his assistance in respect of their grievance against the Government. We called the attention of the public to the matter in our columns a few days since and Mr. WHITEHEAD put a question to the Colonial Secretary on the subject at the last sitting of the Legislative Council. Mr. LOCKHART's reply was as follows, and we are sorry to say that we do not consider it either sufficient or satisfactory. It is like the answers to most of the questions asked by the Honorable Member in the Legislative Council, extremely meagre and evasive of the point of the question as it is conveniently possible to make it.

Q.—"With reference to the leading article in the Hongkong Telegraph of 11th inst. will The Hon. the Colonial Secretary inform the Council whether the Government have granted any exclusive privilege or monopoly for the dredging for, and the collection of shells, used in the manufacture of lime, in the waters of the New Territory leased by the Convention of last year; if so, why were public tenders not invited? Under what authority or power has the monopoly been conceded? To whom, and for what consideration?"

A.—"No such exclusive privilege or monopoly as is referred to in the question of the Honorable Member has been granted."

Q.—"A Crown Rent has been fixed for a limited extent of Crown Land surrounding Ping Chau off the East coast of Lantau, used by the manufacturers of lime on Ping Chau, and leases for short terms, granted to them at Crown Rents amounting to \$1,300 per annum, under the general instructions of the Secretary of State."

We have, since the meeting of the Council, endeavoured to ascertain the actual facts of

the case, and we are satisfied that Mr. LOCKHART's reply is inaccurate and misleading.

Before going into the facts and considering their meaning and effect, we would like to answer the question some of our readers may feel inclined to put to us and to explain why we are interesting ourselves in the matter, and why we make it the subject of discussion in the public Press. Some people may be of opinion that it is an affair which exclusively concerns the parties interested and which is improperly a subject for a law suit than for a leading article. Our justification for inviting our readers to consider it with us is the public good. It involves a general question of our treatment of the Chinese, especially in the New Territory. It is a question affecting the peace and good order of the policy and impolicy of our methods of dealing with them. It is a question too, affecting the rights of poor men who have not the means of entering into litigation with the Government or the influence to make their complaint to the Colonial Office with any chance of success. There is absolutely no way of influencing the local government, except by the operation of public opinion.

The members of the official class here, can only be got at through the Press, and the only one thing they dislike, is publicity. If the Executive Council sat in public and transacted their business under the eyes of the reporters, the responsible officers of the Government, would be very much more careful than they are.

Now for the facts.—In the first place we were mistaken in saying that the island of Ping Chau was in Miao Bay. There is an island of that name in Miao Bay and a second just beyond Deep Bay, but it seems there is a third, off the east end of Lantau and almost due west of Cowe-d'how. That is the one affected. The fishermen claim they have, for at least fifty years past, exercised unquestioned, the right to dredge for shells in the surrounding waters, that they sell the shell to the lime business, and that they make their living, or part of it, by so doing, paying no rent or tax to any one for the privilege.

They complain that the Government of Hongkong have granted to one firm, the Lee Hing, the exclusive right to dredge for shells in these waters and that they are warned off the ground or obliged to pay to the Lee Hing a fee of one candan per every two baskets, and their livelihood is seriously affected. These statements of the fishermen are not questioned. The Government admits that it has leased to certain persons "a limited extent of Crown Land surrounding Ping Chau" for short terms at Crown rents amounting to \$1,300 per annum. If it has, it has in effect, by whatever name it may think fit to call the instrument, granted an exclusive right to the lessees, to use the area so granted for the purpose mentioned in the instrument, and has in fact authorised them to exclude all others from the ground, and has in fact created a monopoly. The first part of Mr. LOCKHART's reply is in not accordance with the truth. An exclusive privilege has been granted and a monopoly has in fact been created, in favour of the Lee Hing and whether in point of form it is a lease, or a grant, or a mere licence. The second part of Mr. LOCKHART's reply is as distinctly evasive. Any one reading it in connection with Mr. WHITEHEAD's question would understand that no right or privilege has been granted, over the waters surrounding Ping Chau, but only over a limited portion of Land, Crown Land, surrounding the island. Judging from the boundaries described in the Chinese notice published by the Lee Hing Company, the lease or privilege or monopoly is not confined as to the rocks and foreshore immediately surrounding Ping Chau, but extends over the waters between Ping Chau and the big island of Lantau, south to the island of Chea King Min and north and east for some considerable distance, and covers about ten square miles of water. If it is the lease of Crown Land, it is the land under the sea, laid covered with water, and it is not Crown Land at all, in the ordinary sense of the word. The Crown has only a lease of it from the Chinese Government, has only the use of it, and has got some lease subject to existing rights and tenancies. If Lantau and the adjoining island had been ceded to Queen, in all sovereignty, it is more than doubtful if the Crown could itself exercise any exclusive right to dredge for shell in these waters, to the exclusion of the general public, much less grant any such exclusive right to another. We have been in possession, in full sovereignty, for nearly 45 years, of the waters surrounding the island of Hongkong, and no such claim has been forward, and no such right ever exercised by any Governor of Hongkong. All the wd has been free to dredge for shells below water-mark, as all the world has been free to fish without leave, or licence. There are decisions that there is a general right to reap the harvest of the waters, the shape of fish. There is no form decision as to the right to dredge for shell but the opinion of every writer on the subject, is in favour of its existence. It exists—and it does exist—no grant, no lease, no privilege, can be given by the Government, in derogation of common right. To conclude—it is very doubtful if our territorial waters, a lease of the land, the bottom of the sea below low water mark can be granted at all except with view to reclamation and it can only in effect, as such a lease, after reclamation. While the sea is over it, the right to fish and to dredge for shell, is common. It is certain that whatever may be the position in our own waters, no such rights exist, in the waters leased from the Chinese Government, which are taken over subject to existing rights. The Government has granted exclusive privileges to the Lee Hing Company, and in effect a monopoly in waters, in which the fishermen on Ping Chau island have for years exercised privilege of dredging for shell, untax and subject to no rent. They have been deprived of this right. They

injured in their means of earning a living. They are made subject to a tax, to be imposed at the will of the Government, uncontrolled by the Government. Government has blundered and is much too proud to acknowledge its blunder and undo the unintentional injustice it has been guilty of. We give it credit for having acted in ignorance. The effect of the act, will certainly be to implant in the breasts of the fishermen, a very strong feeling that they have been unjustly treated, and probably will lead to acts of violence, if no redress is given. This latter is the recognised method of opposition to government among the Chinese.

REUTER'S TELEGRAMS.

THE WAR.

Boer Losses at Modder River.

London, December 14th.

Boer prisoners state that their losses at Modder River on the 11th were terrible and that several Corps were completely wiped out. The Boers are most kind to our wounded.

LATER.

The War.

Losses at the Modder River.

The killed, wounded, and missing at the Modder River fight, amount to 817, of which about 650 were from the Highland Brigade. The following officers were killed. General Wainwright, Col. Coode, Capt. Elton and Lieut. Edmunds of the Black Watch; Capt. Clarke, and Lieut. Cox and Cowie of the Seaforth's; Capt. Cowan and Lambton of the Highland Infantry; Col. Giff and Major Robinson of the Argylls; Capt. Wingate of the Gordons; Marquis Winchester of the Coldstreams; Majors Milton and Ray of the Mounted Infantry, besides 48 wounded, five missing and one taken prisoner. After the Highland Brigade fell back, the Black Watch mustered only 160.

Re-inforcements.

The Standard is informed that it has been decided to prepare for the mobilization of the seventh division with the eighth in reserve.

WEATHER REPORT.

The Observatory report says:—On the 16th at 11.55 a.m. the barometer has fallen on the E. coast of China, and risen in Japan. Pressure is highest over Japan, and a low pressure area seems to be advancing Eastwards over N. China. Gradients slight, with variable winds on the coast and moderate monsoon in the N. part of the China Sea. FORECAST:—Moderate E. winds; fair.

LOCAL AND GENERAL.

We have received from Messrs. Lane, Grayford & Co. a very tastefully appointed binding book bearing their monogram. The book is intended for a souvenir of their Jubilee year, they dating their establishment back to the year 1850. In addition to its general utility the book contains a very useful calendar for 1900.

A FAREWELL smoking concert was given at the Junior Non-commissioned Officers' room, Wellington Barracks, last night, to Lieut. Cpl. Spillard, R.E., who is proceeding by the French mail to Chatham, to go on probation as Military Mechanist Engine Driver, with the rank of Company Sergeant-Major. Corporal Spillard was presented with a very fine briar-root pipe and tobacco pouch by his brother junior non-coms. A very pleasant evening was spent and much enthusiasm displayed when the latest war news was given out by Sergeant Bowers.

This morning at the Magistracy, before Mr. Gompertz, J. E. Haines, a British seaman, employed on board the P. & O. steamer *Howay* was fined \$10 for disorderly conduct, consisting in going on the bridge with his hands in his pockets and not removing them, when ordered to do so by the chief officer, named William Alexander Anderson during the evidence Samuel Wood said that defendant when told that he was wanted on the bridge made use of the expression "What the hell is the matter now?" Mr. Gompertz said these constituted disorderly conduct and imposed the above fine.

The owner of 28 Wing Shing Street was charged by Dr. Clark with not complying with a notice from the Sanitary Board to reconstruct the building to allow for light and ventilation. Dr. Clark asked that an order be made requiring the ground and first floors to be closed, they being unfit for human habitation. The order was granted.

Inspector Brett brought charges against the owners of the houses Nos. 33, 39, and 43 Second Street, for not complying with a notice from the Sanitary Board to repair down-pipes. A fine of \$10 was imposed in each case.

Charges were also brought against the owners of houses Nos. 4, 6, 22, 30, and 19 Wing Kat Street, by the same Inspector, for not complying with a notice from the Sanitary Board to clear certain obstructions to their backyards, to wit, railings over backyards.—Mr. Braine appeared for the defence, and gave an assurance that the railings should be removed, upon which the Sanitary Board withdrew the cases.

GOVERNMENT NOTIFICATION.

On and after the 1st day of January, 1900, the postage on Parcels posted in the Colony to the United Kingdom will be as follows:—

For a parcel not exceeding 3 lbs. in weight, 30 cents.

For a parcel over 3 lbs. but not exceeding 7 lbs. in weight, \$1.00.

For a parcel over 7 lbs. but not exceeding 11 lbs. in weight, \$1.50.

WM. C. H. HASTINGS, Postmaster General.

WILLIAM MACLEOD, D.D.S.

Dentist.

2nd Floor Thomas Grill Room. Hongkong, 14th December, 1899. [1549a]

THE SHELL MONOPOLY.

In connection with the question asked on Thursday last, in the Legislative Council, by the Hon. T. H. Whitehead concerning the shell gathering monopoly, we have received a copy of the following very interesting and instructive correspondence:—

Hongkong, 13th December, 1899.

Dear Sir,—For the information of His Excellency the Governor I beg to enclose herewith a copy of a letter of yesterday's date received by me from certain Fishermen in connection with the alleged permission granted by the Government to a firm named the Lee Hing Company to collect shells for the term of five years in and around Ping Chau Island, and a copy of the translation of a Notice said to have been posted up on the Island by the said Company.

Yours truly, (Signed) T. H. WHITEHEAD, The Honorable T. H. Whitehead, Member of the Legislative Council of Hongkong, Colonial Secretary.

Colonial Secretary's Office. Hongkong, December 15th, 1899.

Sir,—I am directed to acknowledge the receipt of your letter of the 13th instant, enclosing a copy of a letter received by you from certain fishermen in connection with the collection of shells at the Island of Ping Chau. The statement in the 8th, paragraph of that letter, that no answer was given to the Petition of the fishermen, is untrue.

I have, etc. (Sd.) J. H. STEWART LOCKHART, Colonial Secretary.

The Honorable T. H. Whitehead.

Hongkong, 14th December, 1899.

To The Honorable T. H. Whitehead, Member of the Legislative Council of Hongkong, &c., &c., &c., Present.

Sir,—I, the undersigned Fishermen beg most respectfully to bring to your notice the following facts and circumstances in connection with the dredging and collecting of shells monopoly. We sincerely hope that you will be good enough as a Member of the Legislative Council of this Colony to move the Government on the subject at the next meeting of the Legislative Council and ask the Government to cancel and abolish the alleged monopoly.

1. That we have been dredging and collecting shells in the waters of the Island of Ping Chau and its vicinity for a great number of years before the said Island was leased by the Emperor of China to Great Britain.

2. That we have paid no taxes or duties to the Chinese Government for collecting the shells in the waters of the aforesaid Island and in the vicinity thereof.

3. That we have solely been entirely dependent for our living and the support of our families by dredging and collecting the shells.

4. As usual we recently went out to dredge and collect shells at the place before mentioned but we were stopped from doing so by some people of the Ping Chau Island.

5. The people who stopped our dredging operations are the employees of the alleged monopoly. The name of the alleged monopoly is Lee Hing Company. These employees informed us that the aforesaid Company has the exclusive rights and privileges for collecting the shells and unless we pay them or to the said Lee Hing Company a sum of one candan per picul for the same they would seize and confiscate our junks and they will also arrest and put us in prison.

6. On being informed of this we forthwith petitioned the Government on the subject and asked for the abolition and cancellation of the alleged monopoly.

7. The Petition in question was forwarded to His Excellency the Governor through the Honorable the Registrar General but we have received no satisfactory results nor answer on the subject.

8. We therefore most humbly beg you to lay these facts before His Excellency the Governor at the next meeting of the Legislative Council and move for the cancellation and abolition of the alleged monopoly in question in order that we may resume our usual avocation without being interfered with by the employees or members of the said Lee Hing Company.

9. In the event of His Excellency the Governor refusing to abolish or cancel the alleged monopoly we beg His Excellency to entertain our proposals as follows:—

(A) To put up the said Monopoly for sale by public tender.

(B) If there is no existing law to put up for sale by public tender then we beg you to urge upon the Government to cancel the alleged Monopoly of the Lee Hing Company so that we may resume our usual dredging operations in the place in question.

10. We beg to enclose herewith a plan and translation of a notice posted up at Ping Chau Island by the Lee Hing Company showing the boundary lines &c. Nobody is allowed to collect shells within the specified boundary.

11. In conclusion we beg you to pardon us for approaching you on the subject and we sincerely hope that you will on our behalf move the matter in question as it is of vital importance to our interests and to the future prospect and maintenance of our families and by your doing so we shall feel extremely grateful.

We have the honour to be, Sir, Your most obedient servant, (Signed) CHEONG FONG CHOW, CHEONG SIUET, YOW SHIU CHEE, LEE YUEN.

Agents for and owners of Boats. Translation of Notice posted up at Ping Chau Island by the Lee Hing Company.

Lai Pa and Leung Lai Tong of the Lee Hing Company, Merchants, have obtained permission from the Government to collect shells, for the term of 5 years.

The boundaries are as follows:—The Northern Boundary—From the North of Ping Chau a straight line running up to the chimney of the Hungshan Glass works. The Southern Boundary—Chea King Mun. The Eastern Boundary—A straight line from the North East corner of Ma Wan. The Western Boundary—Tai U Shan. Names of the Fishing junks:—Tsan Hing, Tai Hing, Shin Wo, Tang Wo, Tai Lee, Pan Wo, San Tak Shing, San Yau Lee, and San Hing.

FOOTBALL.

"D." Co. R. W. F. v. "H." Co. R. W. F.

This was a rather one sided match played on the Club ground at the Happy Valley yesterday afternoon. His Excellency the Governor honored the game with his presence. A fair quota of spectators were present, including several officers of the Royal Welsh Fusiliers.

It is a pity that when a team enters for a Challenge Competition, it does not take the trouble to place a decent team in the field. From what one heard on the field, it appears that "D." Co. picked their men up from the highways and ditches. They decidedly were a most nondescript lot judging from their play one or two had hardly, if ever, played before.

We especially noticed a gentleman in a red and white shirt, who seemed to exert himself to a great extent to get out of the way of the ball. When he did get it, he never kept it always kicking it away blindly, altogether the whole thing was a buffoonery, if there is such a word. The only

redeeming part of the "D." Co. team, was the goal-keeper who had to do, saving brilliantly at times. That, such an important match as this one was, should be such a fiasco is a pity and certainly will not encourage people to go down to the Happy Valley. Nothing much can be said about the play, except that "H." Co. were always where they were wanted and "D." Co. were not. "D." Co. succeeded in scoring a goal, by flukes; the gentleman in the red and white succeeded in getting one, but then he could not help it. "H." Co. has the making of a good team and it is unfair to judge their play by yesterday's match. At the blow of the whistle at half time the score was:—

"H." Co. 3 to "D." Co. 1.

And at the finish:—

"H." Co. 8 to "D." Co. 2.

The teams lined up as follows:—

"H." Co. Goal, Whitely. Backs, Smart, Edwards. Half Backs, Baisdon, Waller. Forwards, Edward, Povey, Dewhurst, Parry, Shields.

"D." Co. Goal, Phillips. Backs, Morris, Constance, Owens. Half Backs, Parry, Shephard, Owens, Eynott, Waller. Forwards, Morris, Constance, Owens, Phillips, Lewis.

Reference Mr. Brown.

COMMENTS.

The Club played two still matches last week and came out victorious in one but were beaten in the other. The match on Saturday against the Engineers was a very good game and the superiority of the Club forwards enabled them to win the match by one goal to nothing. Although, as we have said, the Club forwards were superior to their opponents yet this superiority only manifested itself in midfield where there combination was very good and they played well together, the old fault of indecision and weakness in front of goal were still in evidence throughout the match and the result was that only one goal was scored.

The Engineers forwards played a very loose game and were evidently unaccustomed to one another's play, there is not doubt that one or two of them were not really forwards at all and would have been much more at home in the ranks of the defence and the team is unfortunate in not having those players at its command so that the members can all play in the places which suit them.

The backs played very well especially considering that one or two of them have only been able to play half a dozen times in the last two seasons.

The goal-keeper was in capital form and saved one or two very hot shots, nor can he be blamed for the goal which was scored. All the Club team played well, the disorganized nature of their opponents, attacking giving the defence plenty of opportunities of distinguishing themselves.

The match on Monday against the R.W.F. was a rather curious one and presented a not uncommon feature in a match where one of the teams is a military one. During the first half it was almost as if the Club had it all their own way and scored a goal to nothing. The soldiers played without combination and, to a certain extent, without interest. After half time a great change came over the game. The soldiers scored a goal and at once woke up and played with a spirit and determination which was as successful as their former play was indifferent.

The result was that the Club suddenly found that instead of having their opponents well in hand and victory a surety, they had to devote all their energies to saving the match against a team who were running through them in a most dangerous manner. As is almost invariably the case when the state of things happens the Club, to a certain extent fell to pieces and before they knew, where they were three more goals had been scored against them and the match was lost. The defence, although working all they knew, got a little flurried and disorganized and were unable to resist the determined onslaught which was made on their goal.

There is no doubt that the fact of 3 or 4 men being more or less horsed combat rendered the soldiers task easier, but the probability is that the soldiers would have drawn the match anyway. The great feature of the soldiers play in the second half was individual dash on the part of two or three men.

There was no particular combination but one or two forwards got into their stride and there was no stopping them.

There was a good deal of jumping going on on the part of the soldiers and to this fact some of the Club's injuries are to be traced, it was regrettable and should have been stopped by the Referee but, notwithstanding, the Fusiliers fully deserved their success and we heartily congratulate them upon it.

The Club's A team had their first reverse on Wednesday at the hands of the *Barfleur* and this should spur them on to further efforts.

Last week we referred to our understanding which prevailed amongst players in regard to charging in the back. This week we called attention to the question of "jumping." The only time a player can legitimately execute a jump is when attempting to "head" the ball. Any other sort of jumping is illegal and dangerous and should, at once, be put a stop to particularly that description of jumping which takes place when a player is making a rush at an adversary and ends up with a great jump at the end without caring whether he lands on the ground or on his opponent.

COACHING EVENTS.

On Monday afternoon, on the Happy Valley, the Hongkong Football Club will play the Officers of the Navy. Kick-off at a quarter past four.

On Wednesday, the Hongkong Football Club (A) will play H.M.S. *Orlando*. Kick-off at half past four.

On Thursday, the usual Rugby game will be played.

On Friday, the Engineers Institute will play "F" Company, R.W.F., on their ground at Causeway Bay. (Shield Tie).

On Saturday, the V.R.C. will play "G" Company, R.W.F. (Shield Tie).

HONGKONG SHARE MARKET.

HONGKONG, Friday, December 15th.

Messrs. Benjamin, Kelly, and Potts, in their weekly share report, state that the market was with the exception of a steady demand for Hongkong Land and Hongkong Hotels and a rise in Douglas Steamships, the week has passed without any special feature and business transacted has been small and limited. The Private Meeting of Shareholders of the Panjin Mining Company, Limited, convened for the 13th instant, did not take place. The *Railway* Australian Gold Mining Company, Limited, has declared a dividend of one shilling per share payable on the 15th inst. next. The transfer books will be closed from the 7th to the 15th inst. inclusive. On days in which the same time a call on one shilling per share in all contributing shares has been made and the dividend referred to above will be appropriated.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"DIAMANTE,"

Captain R. W. Almond, will be despatched for the above port, on MONDAY, the 18th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th December, 1899. [15122]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA & AMOY.

THE Company's Steamship.

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 18th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

LINE OF STEAMERS.

FOR MANILA.

THE Steamship.

"LEGASPI,"

Captain A. Ybarra, will be despatched as above on WEDNESDAY, the 20th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The vessel is fitted throughout with Electric Light, and the First class Saloon and State-rooms are situated amidship.

For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents.

No. 6, Beaconsfield Arcade.

Hongkong, 15th December, 1899. [15612]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Not calling at LONDON.)

THE Company's Steamship.

"TANTALUS,"

Captain Bartlett, will be despatched on FRIDAY, the 22nd instant.

Taking Cargo to LIVERPOOL at LONDON Rates.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1899. [14656]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PATROCLOS,"

Captain Dickens, will be despatched as above on TUESDAY, the 19th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th December, 1899. [15022]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

THE Steamship.

"ASAMA,"

will be despatched for the above Port, about the 27th instant.

To be followed by

The Steamship

"QUEEN ELEANOR,"

about the 15th January, 1900,

and

The Steamship

"MORVEN,"

about the 15th February, 1900.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th December, 1899. [15156]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"

Captain C. Kock, will be despatched as above on SATURDAY, the 16th January, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th December, 1899. [15282]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED,"

Captain Goodwin, will be despatched on TUESDAY, the 19th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1899. [15382]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR,"

Captain Jackson, will be despatched on TUESDAY, the 22nd January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th November, 1899. [15392]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CAFRIDI,"

will be despatched for the above Port about the middle of January, 1900.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1899. [15392]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAILONG,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to POLY-MS LAPRAIK & Co., General Managers.

Hongkong, 15th December, 1899. [15552]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"TAMSUI MARU,"

Captain K. Suajima, will be despatched for the above ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th December, 1899. [15132]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Steamship.

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th December, 1899. [15472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"CHINGTU,"

Captain Williams, will be despatched as above on WEDNESDAY, the 20th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The first-class saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd November, 1899. [14562]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHINGTU,"

Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The first-class saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd November, 1899. [14572]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship.

"SHANSI,"

Captain Carnaghan, will be despatched as above on FRIDAY, the 22nd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1899. [15262]

For Sale.

FOR SALE.

STOCKBROKERS' TELEGRAM CODE,

Cloth; 492 pp.—50s; Postage Extra.

Approval.

"CODE,"

c/o Office of This Paper.

Hongkong, 25th November, 1899. [14682]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Underwritten AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1899. [18]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office.—TOKIO.

Branch Offices.—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsui Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yamato Coal Mines.

Yamato Coal Mines.

Mansu Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kangafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milko Cotton Spinning Mills.

Imperial Government Paper Mills.

Osaka Cement Company.

MITSUI BUSSAN KAISHA, N. FUJISE, Manager.

Hongkong, 11th December, 1899. [15132]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "REUSSEN,"

of the "NORDDEUTSCHER" LLOYD.

The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 21st instant, and on THURSDAY, the 28th instant, at 9.30 A.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 15th December, 1899. [15322]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GREENOCH," Consignees

having arrived from the above informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 13th December, 1899. [15482]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship.

"GISELA," Consignees

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—

From Trieste, ex S.S. "Imperialratia" transhipped at Bombay.

From Venice, ex S.S. "Massimiliana" transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 14th December, 1899. [15102]

NOTICE TO CONSIGNEES.

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings Cargo:—

From Italy, ex S.S. "Thames."

From Madras, ex S.S. "Lodianna."

Optional goods will be landed here unless instructions are given to the contrary before 4 A.M., TO-MORROW.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 15th December, 1899. [15102]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA," Consignees

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th December, 1899. [15102]

Photographers.

MEE CHEUNG.

PHOTOGRAPHY.

TOP FLOOR OF ICE HOUSE, IN

ICE HOUSE ROAD.

I am now in a position, in his New and Commodious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1898. [145]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [143]

DENTISTRY.

SUI SANG.

(Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [182]

VISITORS AT THE HONGKONG HOTEL.

Adams, Mrs. C.

Arden, Mr. J. H.

Andrews, Mr. and Mrs.

Angus, Mrs. John

Arden, Mr. J. H.

Bailey, Mr. J. H.

Baker, Mr. J. H.

Baker, Mr. J. H.

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